

to light, excited no small degree of surprise and conjecture. There was not any memorandum on it, and various opinions were formed as to its origin and history. It was hung up in the hall for some weeks, and the writer was invited by Mr. Fisher, one of the common council, to see it and give his opinion. He remembered to have seen the artist and his assistants, one of whom was Mr. Mulready, R.A., working on it, and that it was afterwards displayed in the Lyceum. Miss Jane Porter confirmed this testimony, and wrote a letter for the public press describing it. After being shown for some months it was again taken down, rolled up, and stowed away amongst other useless lumber, and it is believed has not been exhibited since. Surely such a work, recording such a memorable historical event, and presented to the first city of Europe, is entitled to more respect. At the present memorable era of London, it is hoped that the city authorities will resuscitate it, and make some amends for past apathy. This picture is further noticed, with anecdotes of the painter, in "Britton's Auto-Biography." J. B.

#### RAILWAY JOTTINGS.

"MR. BRUNEL," says *Herapath*, "has lately completed the contract with the Rhymney Ironworks for many thousand tons of rails, at the low figure of five guineas per ton delivered, for one of the Exeter railways. The rails are to be guaranteed for five years, and 100 tons to be deposited with the company for that period as security against breakages and failures. Who will not make railways now?"—In considering the prospects of railway property and its progressive value, the *Railway Circular* remarks that the increase of traffic from the growth of population alone will not be less than 3 to 4 per cent. annually, and as this applies in an equal degree to merchandise and mineral traffic, and as the increase of travelling, on the part of those who already travel, cannot, according to past experience, be taken at a less per centage, an increase of at least 6 to 8 per cent. may be reasonably looked for from these sources. As this yearly increase will be regular and gradual, a very slight additional expense will be incurred, the fixed charges bearing a large proportion to the whole cost of working. On one of the best managed lines in the country, it is found that all increase in traffic beyond a fixed amount, to which the expenses are adjusted, yields a net revenue of 75 per cent., and this would increase with the augmentation of the receipts. It follows, therefore, as a necessary sequence, that 80 per cent. at least of the yearly increase will be available for dividend.—A comparative statement has been printed of the passenger traffic on the various railways of Great Britain and Ireland during the last half-year of 1850, and during the corresponding period in 1849. The length of line open at the beginning of latter period was 5,447 miles, and at the end 6,032. The total number of passengers conveyed was 35,073,672, and the total receipts were 3,455,218*l.* 6*s.* 0*d.* These two totals are thus sub-divided:—First class, 3,957,723*l.*; receipts, 1,041,638*l.* 8*s.* 5*d.*; second class, 12,320,749*l.*; receipts, 1,388,848*l.* 15*s.* 11*d.*; third class, 84,925,672; receipts, 391,089*l.* 10*s.* 11*d.*; Parliamentary class, 10,221,576*l.*; receipts, 642,170*l.* 19*s.* 7*d.*; mixed, 81,055; receipts, 1,470*l.* 11*s.* 11*d.* At the commencement of the former period 6,309 miles of railway were open, and at the end 6,621. The total number of passengers conveyed was 41,087,919*l.*, and the receipts were 7,147,377*l.* 17*s.* 0*d.* The passengers and receipts are thus classified:—First class, 4,635,531*l.*; receipts, 1,151,764*l.* 5*s.* 7*d.*; second class, 15,218,930; receipts, 1,543,360*l.* 16*s.* 11*d.*; third class, 9,079,858*l.*; receipts, 399,244*l.* 8*s.* 9*d.*; Parliamentary class, 12,153,599*l.*; receipts, 723,030*l.* 1*s.* 0*d.* The receipts from goods, cattle, parcels, mails, &c., in the first period were 2,895,343*l.* 6*s.* 0*d.*, and in the second, 3,329,974*l.* 4*s.* 7*d.* The total receipts from all sources of traffic for the first period were 6,350,561*l.* 12*s.* 1*d.*; and for the second, 7,147,377*l.* 17*s.* 0*d.*—A meeting of general managers of railways

was lately held in the Euston Station, at which Mr. Harding, the secretary of the South-Western, drew attention to the position of those companies who are aggrieved by the interpretation put upon clause 9 of 7 and 8 Vict., cap. 85 (providing an exemption from tax on fares at and under 1*d.* per mile), by the Railway Commissioners and the Commissioners of Inland Revenue, on which Mr. Swift has reported that a remedy by legislative enactment cannot at present be anticipated. It was thereupon resolved that the attention of the committee of the clearing-house be called to the unsatisfactory position of this question, the companies being now refused all exemption from tax on excursion fares, though under 1*d.* per mile, except on the lowest fare,—that is to say, *if*, in an excursion train running 100 miles, the fares are 7*s.*, 5*s.*, and 3*s.*, it is only on the 3*s.* fare that the commissioners will grant exemption from tax. A penalty is thus practically imposed on giving any but the worst class of carriage accommodation. This will be much more severely felt in a pecuniary shape as the excursion train traffic to the Exhibition increases, and should, therefore, it is submitted, be looked to now that such excursions have commenced.

#### THE NEW CITY PRISON, HOLLOWAY.

THE new prison, which has been built at Holloway for the Corporation of London, is constructed upon the radiating principle, having four wings diverging from one centre, with two other wings in front of the former: one of these wings is for juvenile offenders with schoolrooms attached; the other for females with work-rooms and laundry. The other four radiating wings constitute the male adult prison. These have large work-rooms attached, and an apparatus for lifting water. The wings are 12 cells in length, or about 100 feet, and 3 stories high. The corridors are 16 feet wide, and are open up to the arched ceiling, with galleries leading to the upper cells. The cells are 13 feet by 7 feet, fitted up with water-closets, wash-hand basin, cupboard, table, stool, &c.: these are warmed by means of hot water pipes laid under the corridor floor, the air passing over them and through the flues, provided in the thickness of the wall, and entering the cell over the door. The ventilation is to be effected by means of a shaft 146 feet high, of large dimensions. Inside this shaft is a tube of boiler plate the whole height of the shaft, 5 feet diameter at bottom, and 3 feet at top. In addition to a furnace at the bottom of the tube, the smoke from the various chimneys, together with the spare heat from the kitchen boilers, is conveyed into it, and will necessarily raise the temperature of the column of air in the shaft, and make it pass off with great rapidity. The theory is, that as no air can enter the shaft without previously passing through the cells, a constant supply of fresh air will thereby be conveyed to the prisoners.

The chapel is a spacious room 76 feet by 40, and 48 feet to the ridge of the roof, with two deep recesses for the females and juveniles, and will contain sittings for 300 prisoners. Provision is made for having a constant supply of fresh air passing through the chapel to the ventilating shaft. The arrangements for taking the prisoners from the various cells to the chapel have been well considered. The females and juveniles enter by separate doors near the altar, while the male prisoners enter by four different passages at the opposite end. The kitchen is of ample dimensions, and being close to the base of the ventilating shaft, the steam and smell from the victuals will be readily carried off. The well-house is to be fitted with one of Mr. Bessemer's disc pumps, and to be worked like a capstan, in a building 30 feet diameter. The shaft is 217 feet deep, bore 102 feet, making a total depth of 319 feet. The depth to the water is 153 feet. The tanks, to contain 14,000 gallons, are placed over the front towers at a great elevation, from which the cells and other places are supplied: the whole depth of bore is in chalk.

The whole extent of frontage next the Camden road is of Kentish rag with Caen stone dressings, and is represented in our view. The style is castellated Gothic. The sides of the chapel building and the back wings are of brick: the windows to the cells have Park-spring stone sills, with splayed brick reveals. The whole of the parapets are coped with Caen stone. The roofs are flat-covered with asphalt upon plain tiles and iron rafters. As the extracting flues for ventilation are immediately under the roof covering, two thicknesses of plain tiles have been put 6 inches apart, to prevent the atmosphere acting in any way against the free current of air passing through them.

The porter's lodge, which stands about 66 feet in front of the entrance building, is also of rag, with Caen stone dressings, and contains accommodation for two families. Between the last-named building and the road stand the two houses intended for the governor and chaplain, with large gardens attached.

The accommodation afforded in the prison is as follows:—

Females .....	60
Juveniles .....	61
Male adults .....	283
	404
Reception cells .....	14
Punishment ditto .....	18
	436

with fourteen workrooms, equal to ninety-six cells; offices for the governor, chaplain, surgeon, steward, clerks, &c.; apartments for the surgeon and deputy-governor, and for master and two turnkeys in juvenile wing, matron and two turnkeys in female wing. The ground, consisting of ten acres, is surrounded by a brick wall 18 feet high, with a strip of land 20 feet broad round its exterior.

The prison is built upon land originally purchased by the City for the purposes of a cemetery during the raging of the cholera in 1832. It is a little to the westward of the Holloway-road, upon the side of a hill, having a declivity of 4 feet in 100. Previous to the commencement of the works the City authorities entered into an arrangement with the Commissioners of Sewers, who built a new sewer for the purpose of securing good drainage for the prison.

The building has been erected from the design and under the able superintendence of Mr. Bunning, the City architect. Mr. Jay is the contractor employed; Mr. Lawrie the clerk of works.

The original estimate for the building was 92,293*l.*; but the committee considered that sum too large, and orders were given to cut it down. The pruning-knife was applied, and it was reduced to the extent of 14,635*l.* The contract now stands as follows:—Building, 77,655*l.*; warming, ventilating, water-pipes, gas-fittings, locks, bells, cooking apparatus, laundry fittings, forming the grounds, fittings and furniture, about 14,000*l.*; so that, after allowing for any additions the corporation may think proper to make, the expense of the whole may be called something under 100,000*l.*

Prison discipline is a problem the wisest of our legislators have not yet been able to solve. When Pentonville Prison was erected it was thought that complete separation, by its severity, would lessen crime. The result, however, has scarcely justified the belief. The Government have had ample opportunity of forming an opinion upon the merits of the separate system; consequently, within the last twelve months some relaxation has been made, and about 10 per cent., as we understand, are now in association.

With so many perplexing opinions before them, the City authorities were at a loss upon what principle to arrange their prison, but they adopted a middle course, and they have now the means of confining the vicious in separate cells; and have a sufficient number of work-rooms for classified association.

It is expected that the prison will be ready for occupation in the early part of next year.

\* The binder must be directed to cut out and fold the view of the prison, before stitching.